



**South Mountain Corridor Study
Citizens Advisory Team Meeting
February 28, 2008
Parking Lot Issues**

The following questions or issues were brought forward as part of the December 13, 2007, Citizens Advisory Team meeting and designated as “parking lot issues” because the study team needed to perform research in order to address the question or issue accordingly. Below each “parking lot issue” is addressed by showing the CAT member question and any associated discussion (taken from the meeting summary) followed by the Arizona Department of Transportation’s written response.

- **CAT Member:** Since lawyers always base things on prior cases, are there cases where federal projects have been constructed through mountains before?

Timothy Tait: I don’t think I am qualified to answer that question. As I mentioned, there are other issues involved such as the traditional cultural properties.

ADOT Response: *There are numerous places throughout the nation where the Interstate and other freeways funded with Federal-aid funds cut through mountain ridges. Large cuts are relatively expensive, frequently pose stability and maintenance problems, occasionally raise aesthetic concerns, but are fairly common. A couple of examples are Interstate 70 through the frontal range west of Denver, Colorado and Interstate 80 through the Sierra Nevada. A good example in an urban environment is Interstate 40 through the Blue Ridge near downtown Asheville, North Carolina. Another example of very large cuts are both approaches to the new US 93 Hoover Dam Bypass Bridge—many of those cuts are within the Lake Mead National Recreation Area. Arizona has several other locations where there are large cuts—Interstate 40 in particular (west of Seligman) and Interstate 8 (Telegraph Pass).*

- **CAT Member:** It doesn’t bother me, but isn’t Thursday, March 20 a holiday?

Timothy Tait: We will check.

ADOT Response: *The Citizens Advisory Team meeting date has since been changed to Tuesday, March 18, 2008.*

- **CAT Member:** What was the level of service at 48th Street and Chandler Boulevard before Pecos Road was constructed?

Amy Edwards: We will need to capture your question in the meeting notes and respond to it later.

ADOT Response: *To thoroughly evaluate the level of service, more detailed information would be required than is readily available. A simple planning level evaluation could be done using daily traffic volumes and level of service guidelines. The table below*

provides a historical perspective of the traffic on Chandler Boulevard between 40th Street and I-10 and the corresponding status of Pecos Road..

Year	Pecos Road Status	Chandler Boulevard Daily Traffic	
		48 th Street to I-10	40 th St. to 48 th St.
1993	No roadway	24,400	22,000
1996	Constructed from Desert	32,900	40,600
1999	Foothills Parkway to 40 th Street	36,200	40,600
2002	Connected to I-10	55,700	45,700
2005		61,300	42,100

Source: City of Phoenix Traffic Volume Maps (<http://phoenix.gov/STREETS/counts.html>)

Table 4-6 (below) is a tool that was developed based on analysis of existing roadways that was can be used to determine the level of service of roadways in urbanized areas.

Table 4-6 Daily Volume Thresholds for Urbanized Areas						
Class	# of Lanes	Level of Service				
		A	B	C	D	E
I (Arterials with speed limits of at least 45 mph and a signal density of less than two (2) signals per mile)	2	**	4,200	13,800	16,400	16,900
	4	4,800	29,300	34,700	35,700	***
	6	7,300	44,700	52,100	53,500	***
II (Arterials with speed limits of at least 35 mph and a signal density from 2 to 4.5 signals per mile)	2	**	1,900	11,200	15,400	16,300
	4	**	4,100	26,000	32,700	34,500
	6	**	6,500	40,300	49,200	51,800
III (Arterials with speed limits of at least 35 mph and a signal density of at least 4.5 signals per mile)	2	**	**	5,300	12,600	15,500
	4	**	**	12,400	28,900	32,800
	6	**	**	19,500	44,700	49,300
Notes: ** Cannot be achieved using table input value defaults. ***Not applicable for that level of service letter grade. Volumes greater than level of service D become F because Intersection Capacities have been reached. Source: State of Florida Department of Transportation, Quality/Level of Service Handbook, 2002						

Assuming that in 1993, Chandler Boulevard was 4-lanes and its characteristics placed it in Class II, the level of service would have been C between 40th Street and I-10.

Assuming that in 2005, Chandler Boulevard was 6-lanes and its characteristics placed it in Class III, the level of service would have been D between 40th Street and 48th Street and F between 48th Street and I-10.

- **CAT Member:** I am a little confused. How can we look 20 years into the future and see what traffic volumes will be?

Amy Edwards: The Maricopa Association of Governments has given presentations on this to you in the past. They look at census data, land use, and modeling to determine the 2030 traffic projections.

Ben Spargo: Unfortunately, our MAG representative has left.

ADOT Response: *MAG has an entire department that deals with socioeconomic modeling (<http://www.mag.maricopa.gov/division.cms?item=2460>). The primary purpose of the Socioeconomic Modeling Program is to develop projections of population, housing units, and employment using the latest decennial or special census as the base. These projections are developed at three levels of geography: Municipal Planning Area, Regional Analysis Zone, and Traffic Analysis Zone. MAG transportation uses these projections to produce traffic forecasts. In addition, they are used for a wide variety of other regional planning programs.*

- **CAT Member:** What percentage of the traffic in the E1 Alternative will originate or terminate at 55th Avenue and Interstate 10?

Amy Edwards: Off the top of my head, I can't say. This is addressed in the Draft Environmental Impact Statement. We can get this information and come back to you. Unless you are adjacent to the freeway, you would see a reduction of traffic volumes on the arterial streets. You would also see travel time savings. People are moving faster so there would be less delay and any associated costs.

Timothy Tait: I believe that roughly nine percent would be pass-through traffic.

CAT Member: With only having nine percent pass-through traffic, all the other cars would be polluting and causing air quality issues in the area. If it causes me to drive on local streets, my trips will take longer. So when you do your studies, have you confirmed that pass through traffic is nine percent?

Amy Edwards: Please don't throw the nine percent around. I would have to check on the number. In the future if the proposed freeway is not built, the resulting air quality issues will also be available in the Draft EIS.

ADOT Response: *To clarify the nine percent value that was mentioned, this is the percentage of traffic that would begin or end its trip outside of the MAG region. The other 91 percent would have origins and destinations within the MAG region. The majority of those trips—75 percent—would have origins and destinations in southwest Phoenix or the southeast Valley. Approximately 10% of the traffic that goes through the South Mountains would originate or end in the area around 55th Avenue and I-10.*

- **CAT Member:** There are a couple more things that should be involved. Without water wells there is no ability to recoup the expense in the right-of-way. I would like to know whether they could be moved. What about the scraping or blasting of the mountains in the area? These seem to significant impacts to people in the area. These issues should be addressed in the Draft EIS.

Amy Edwards: These issues are addressed in the Draft EIS.

CAT Member: Those specific questions?

Amy Edwards: Yes.

CAT Member: What about information about a specific well that feeds a golf course?

Amy Edwards: We will look at the information and get back to you. I want to clarify whether we should make a recommendation.

ADOT Response: *These issues are addressed in the Draft EIS. Additional specific information will be made available during the meetings covering the Geotechnical and Water Resources Technical Report Summaries as well as any other pertinent topics.*